

BAY AREA TOLL AUTHORITY

**Regional Measure 1
Toll Bridge Projects**

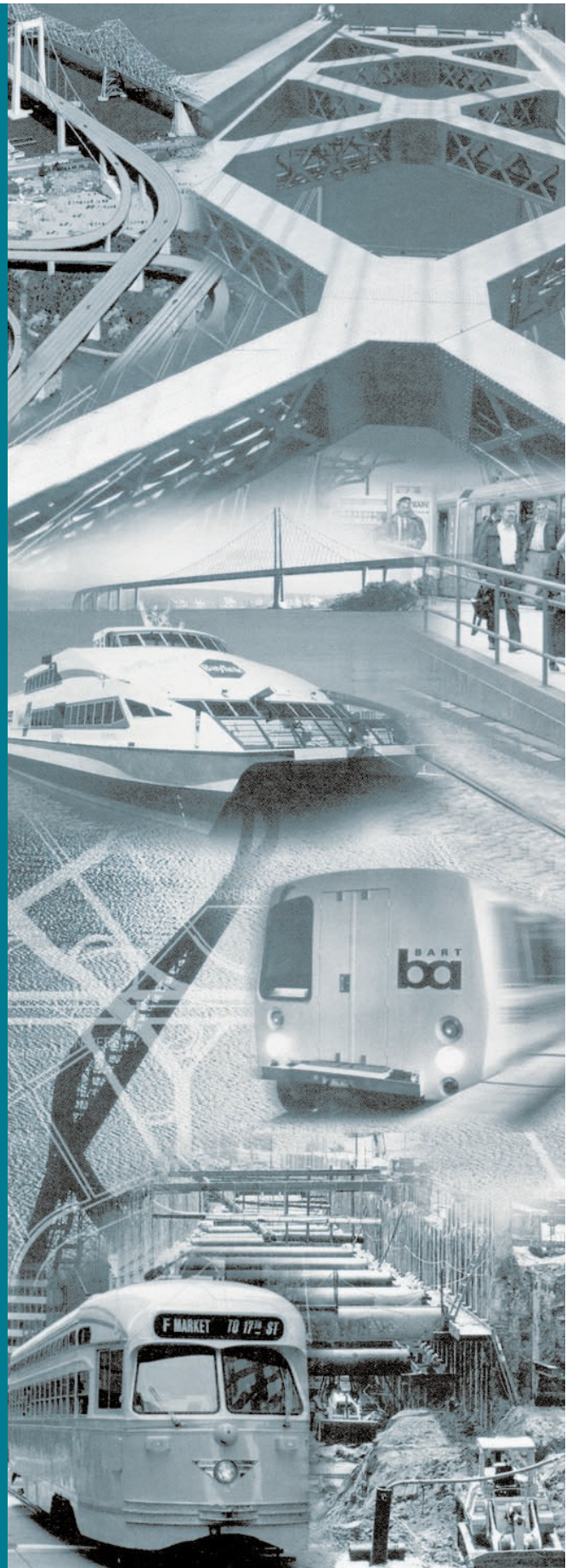
Project Monitoring Program

NOVEMBER 2000 PROGRESS REPORT



**Metropolitan Transportation
Commission**

Bay Area Toll Authority



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BAY AREA TOLL AUTHORITY

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Prepared for
**Metropolitan Transportation
Commission**

Bay Area Toll Authority

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Prepared by
Bechtel Infrastructure



The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA) / Metropolitan Transportation Commission (MTC) for the Regional Measure-1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

TABLE OF CONTENTS

Regional Measure 1 Toll Bridge Program	1
Executive Summary – Status of Regional Measure 1 Projects	2
Executive Summary – Status of Key Issues and Developments	3
Cost Status Summary	4
Schedule Status Summary	5
Northern Bridge Group	
New Benicia-Martinez Bridge	6
Carquinez Bridge Replacement	8
Richmond-San Rafael Bridge Rehabilitation	10
Southern Bridge Group	
San Mateo-Hayward Bridge Widening	12
1-880/SR 92 Interchange Improvement.....	14
Dumbarton Bridge West Approach Projects	16
Appendices	
Appendix A: List of Project Budget Adjustments	A-1
Appendix B: List of Approved Construction Change Orders (CCOs) for the Month of October 2000.....	B-1
Appendix C: Project Cost Summary Details	C-1

REGIONAL MEASURE 1 PROJECTS



REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - ▶ Trestle and fender rehabilitation
 - ▶ Deck replacement
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; included in cost and schedule status summaries and Appendix C for reference only)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge (completed; not included in this report)
 - ▶ US 101/University Avenue interchange reconstruction (non-Caltrans project; included in cost and schedule status summaries and Appendix C for reference only)
 - ▶ State Route 84 (Bayfront Expressway) widening

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), also has assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.

Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.












PROJECT MONITORING PROGRAM




This report focuses on monitoring project cost and schedule performance, as measured against approved budget and schedule milestones. The report provides the reader comprehensive project status information on the Regional Measure 1 Toll Bridge Improvement Projects at three different levels of detail.

- ▶ Color-coded executive summary of Regional Measure 1 project status (program level detail)
- ▶ Detailed status of individual bridge projects (project level detail)
- ▶ Supplemental project and contract information, including budget adjustments, approved construction change orders, and contract level cost data (project and contract level detail) as provided in the appendices.

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

	COST	SCHEDULE
New Benicia-Martinez Bridge Page 6		
Carquinez Bridge Replacement Page 8		
Richmond-San Rafael Bridge Rehabilitation Page 10		
San Mateo-Hayward Bridge Widening Page 12		
I-880/SR-92 Interchange Improvement Page 14		
		
Dumbarton Bridge West Approach Projects Page 16		

- Legend:
-  Green = no variance to baseline
 -  Yellow = potential variance to baseline (trend), defined as follows:
For Cost: Project contingency (BATA) use required
For Schedule: Construction contract completion dates delayed by greater than 2 months
 -  Red = confirmed variance to baseline, defined as followed:
For Cost: Project budget change required
For Schedule: "New facility open to traffic" date delayed by greater than 2 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF KEY ISSUES AND DEVELOPMENTS

- ▶ Cost estimates for the Benicia-Martinez Bridge are being reviewed by Bechtel to confirm adequacy of capital outlay budgets. Ongoing negotiations with regulatory agencies over permits, the railroad over right-of-way access, and Pac Bell and PG&E over utilities relocations have delayed the project. Caltrans is continuing to work with all parties to resolve outstanding issues. The open to traffic date will be delayed 3 months; however, with A + B bidding, schedule recovery may be possible. South approach embankments 180-day settlement period started November 15th
- ▶ BATA staff has determined that Caltrans support costs for the project are underestimated. Caltrans has indicated that up to \$18 million in additional support cost may be needed for the project. Caltrans, Bechtel, and BATA staff are currently reviewing the support budget for adequacy. Utilization of the BATA project contingency and a budget adjustment may be needed to cover the shortfall. Bechtel will provide an assessment and recommendation to BATA management by early December 2000. Bids were open on November 15th for the Crockett Interchange and South Approach contract. The low bid was approximately \$30 million below the engineer's estimate.
- ▶ BATA is in the process of revising the project budgets for the Richmond-San Rafael Bridge Trestle and Fender Rehabilitation Project to recognize funds owed to BATA per the cooperative agreement with Caltrans over tow services. Caltrans has awarded the contract and backfilled these funds with other funds.
- ▶ Construction on the bridge widening is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. Several issues have arisen over the design of the piles and girders for the new bridge. Caltrans engineers have revised the bridge design. A change order is in process for the girder redesign. A contract time extension of approximately 8 weeks is under discussion; current forecast for settlement with contractor is the second week of December 2000. One thousand feet of new bridge decking has been placed as of this report.
- ▶ A traffic consultant hired by the Alameda County Transportation Authority to perform the operation analysis for the project has experienced severe delays due to technical difficulties with the computer simulation models. The delay has affected the release date of the Supplemental to the Draft Environmental Impact Statement/Report. While the project completion date has remained unchanged due to the undertaking of advanced design by Caltrans, further delay will impact the project completion date. Preliminary recommendations, have been received, but the Operational Analysis Report is still pending. Caltrans has received notice that the project would qualify for authorization under Department of the Army Nationwide Permit 14.
- ▶ Caltrans is currently working with the US Army Corps of Engineers (USCOE) to resolve wetland impacts by the project. The USCOE has determined that an individual permit is required. Caltrans is awaiting comment by the USCOE on their permit application.

BAY AREA TOLL AUTHORITY

COST STATUS SUMMARY (COST IN MILLIONS)

PROJECT	Baseline Budget (June 2000)	Current Budget	Current Forecast	Expended To Date (7/98 - 10/00)
Northern Bridge Group				
New Benicia-Martinez Bridge	\$586.0	\$586.0	\$586.0	40.0
Carquinez Bridge Replacement	\$433.2	\$433.2	\$433.2	104.2
Richmond-San Rafael Bridge Rehabilitation				
▶ West Trestle and Fender Rehabilitation	45.4	45.4	35.4	0.8
▶ Deck Replacement	53.4	53.4	53.4	0.0
Richmond Parkway (<i>non-Caltrans</i>) ¹	\$5.9	\$5.9	\$5.9	2.1
SUB TOTAL - NBG	\$1,123.9	\$1,123.9	\$1,113.9	147.1
Southern Bridge Group				
San Mateo-Hayward Bridge Widening				
▶ Widening	\$203.6	\$203.6	\$203.6	44.1
▶ West Approach Replacement Planting	\$0.4	\$0.4	\$0.4	0.0
I-880/SR-92 Interchange Improvement	\$124.2	\$124.2	\$134.2	2.2
Dumbarton Bridge West Approach Projects				
▶ US-101/University Avenue Interchange Reconstruction (<i>non-Caltrans</i>)	\$3.8	\$3.8	\$3.8	3.7
▶ Bayfront Expressway (SR-84) Widening	\$33.8	\$33.8	\$33.8	2.6
SUB TOTAL - SBG	\$365.7	\$365.7	\$365.7	52.6
GRAND TOTAL	\$1,489.6	\$1,489.6	\$1,489.6	199.7

¹For Richmond Parkway, values shown represent portion funded by BATA.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current	New Facility Open to Traffic Forecast
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Jan 04	Apr 04 ¹
Carquinez Bridge Replacement	Jan 03	Jan 03	Jan 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation	Dec 04	Dec 04	Dec 04
▶ Deck Replacement	Sep 06	Sep 06	Sep 06
Richmond Parkway (Non-Caltrans)	Feb 01	Feb 01	Feb 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Dec 02	Jan 03 ²
▶ West Approach Replacement Planting	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange (Non-Caltrans)	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening	Mar 03	Mar 03	Mar 03

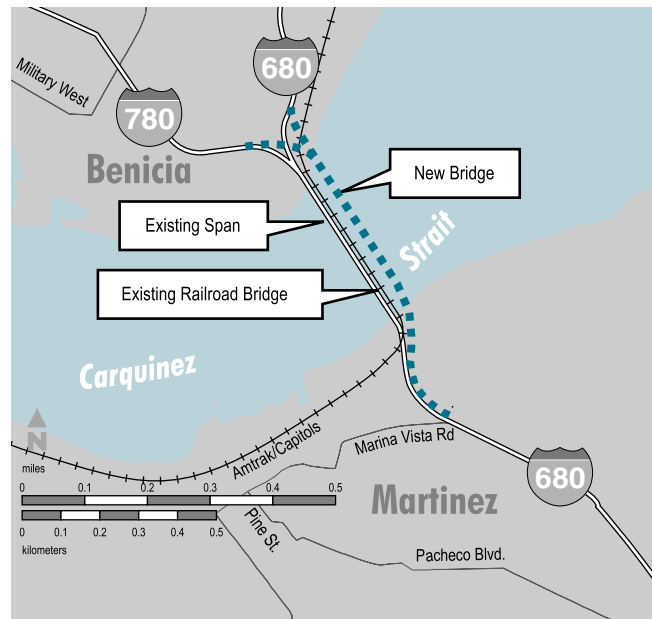
¹ See note C on page 7 for explanation.

² See note A on page 13 for explanation.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- ▶ Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane), which will allow conversion of the existing bridge to southbound traffic only;
- ▶ Addition of a new bicycle/pedestrian lane on the existing bridge;
- ▶ Construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes;
- ▶ Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges.



Project Construction Photos



South Approach, fill placement



Future new bridge; looking west

Current Activities:

- BATA staff is currently working with Caltrans to coordinate the scheduling of fund allocations with the phasing requirements of the various construction contracts for the project. This effort will help insure the timely progress of the project while fulfilling the needs of BATA's financing plans.
- Final plans, specifications, and estimates for the main span have been completed and are being packaged for advertisement. Other contracts are near completion and are undergoing final review for advertisement next year.
- Caltrans is continuing negotiating with the US Coast Guard to secure a bridge permit which will require a public notice be issued.
- The South Approach Grading contract surcharge has been placed and completed on November 15th when the 180-day settlement period started.

New facility open to traffic date (current completion date): January 2004; See note C on page 7.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-10/00)	Notes
Allocated Capital Outlay						A
South Approach	6.0	6.0	6.0	0.0	3.4	
Unallocated Capital Outlay						
New Bridge	247.3	247.3	237.3	<9.6>	0.0	B
Toll Plaza and Administration Building	22.8	22.8	22.8	0.0	0.0	
I-680/Marina Vista Interchange	43.2	43.2	43.2	0.0	0.0	
I-680/I-780 Interchange	80.8	80.8	60.8	<20.0>	0.0	B
Modify Existing Bridge	17.2	17.2	17.2	0.0	0.0	
Other Budgeted Capital	28.1	28.1	28.1	0.0	0.0	
Capital Outlay Support	78.2	78.2	<1.4>	0.0	29.2	B
Capital ROW	21.1	21.1	21.1	0.0	7.4	
Project Contingency (BATA)	58.4	58.4	58.4	0.0		
Other Non-BATA Funding	0.0	0.0	31.0	31.0	0.0	B
Total (a)	586.0	586.0	586.0	0.0	40.0	

(a) Totals may be rounded

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
New Bridge	Jan 04	Jan 04	Apr 04	+3 months	C
Toll Plaza and Administration Building	Feb 03	Feb 03	Feb 03	0	
I-680/Marina Vista Interchange	Dec 03	Dec 03	Mar 04	+3 months	C
I-680/I-780 Interchange	Dec 03	Dec 03	Jul 04	+7 months	C
South Approach	Mar 01	Mar 01	Dec 01	+9 months	D
Modify Existing Bridge	Jul 05	Jul 05	Jul 05	0	

Near Term Key Dates	Contract Schedules	Forecast	Variance
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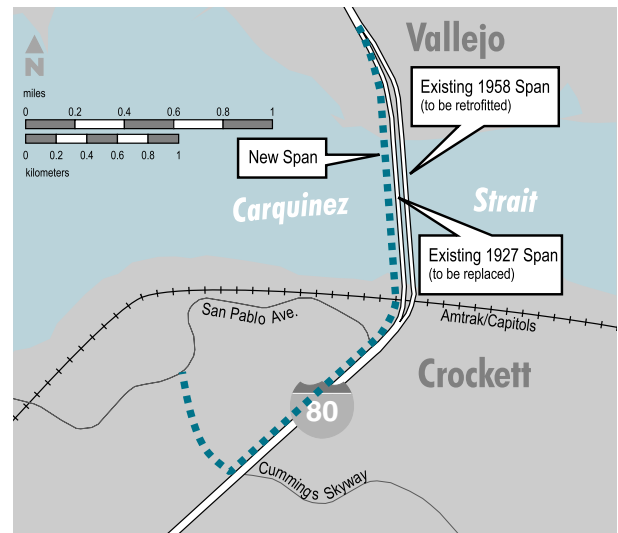
None at this time

NOTES	ACTION
A: Capital cost estimates are under review to confirm adequacy of capital outlay budgets.	Bechtel to review Benicia-Martinez Bridge cost estimate.
B: The project budget is being revised to reflect a substitution of \$31 million in toll funds with state funding.	BATA is acting on revising the project budget in December 2000.
C: Ongoing negotiations with regulatory agencies over permits and with the railroad over right-of-way access have delayed the project. The open to traffic date may be delayed; however, with A+B bidding, schedule recovery may be possible.	Caltrans is continuing to work with all parties to resolve outstanding issues.
D: There was a 9 month delay and associated claim for the delay due to utility relocation. This delay will not affect the new facility open to traffic date.	Caltrans is negotiating with the Contractor to resolve the claim. Cost impacts are not yet available.

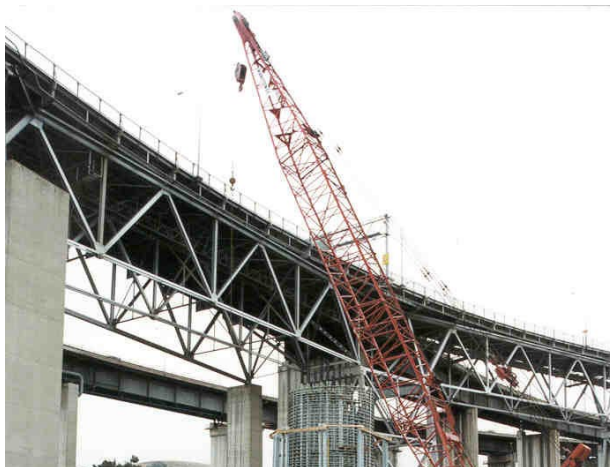
CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- ▶ Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- ▶ Addition of a new bicycle/pedestrian lane on the new bridge



Project Construction Photos



Rebar for pile at Pier #1



Future new bridge; looking northeast

Current Activities:

- Bids were opened on the Maintenance Facility Replacement contract in September. In October, the BATA Oversight Committee allocated an additional \$1.28 million of project contingency to the project contingency to the contract to cover higher than anticipated bids. This supplemental allocation is not yet included in the project cost status update. The contract was approved on November 2, 2000, the pre-scheduling conference has been held, and Caltrans is currently awaiting the construction schedule.
- Construction of the Main Span and North Approach is proceeding. Construction of the retaining walls at the North Approach continues. Excavation and pile driving for the North and South Anchorage's are continuing. Modification of piles for the North Tower is continuing in preparation for the start of pile driving.
- Resolution of the South Tower rock socket installation difficulties is continuing. Cost and schedule impacts have not been finalized; however, initial cost estimates are in the range of \$7 million. Caltrans has requested prior approval of a CCO for the change. This CCO will be funded from existing contract construction contingencies already allocated to the contract.
- Bids were opened on November 15, 2000 for the Crockett Interchange and South Approach contract. The apparent low bid was approximately \$30 million less than the engineer's estimate. This contract is scheduled to be awarded in November, with construction beginning in December 2000.

New facility open to traffic date: January 2003

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-10/00)	Notes
Allocated Capital Outlay						
Replacement Bridge and North Approach	213.7	207.2	207.2	0.0	61.3	
South Approach and Interchange	116.0	116.0	116.0	0.0	0.0	
Maintenance Facility (Phases I & II)	7.0	8.3	8.3	0.0	0.5	
Other Budgeted Capital	8.6	8.6	8.6	0.0	4.0	
Unallocated Capital Outlay						
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	2.0	8.5	8.5	0.0	0.0	
Capital Outlay Support	43.7	43.7	45.1	+1.3	31.1	A
Capital ROW	9.6	9.6	9.6	0.0	7.2	
Project Contingency (BATA)	16.5	15.2	13.9	<1.3>	0.0	
Total (a)	433.2	433.2	433.2	0.0	104.2	

(a) Totals may be rounded

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
Replacement Bridge & North Approach	Dec 03	Dec 03	Sep 03	-3 months	
South Approach and Interchange	Oct 04	Oct 04	Sep 04	-1 month	
Maintenance Facility	Mar 02	Mar 02	Jan 02	-2 months	
Mitigation Site	Apr 05	Apr 05	Apr 05	0	
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	0	

<i>Near Term Key Dates</i>	<i>Contract Schedules</i>	<i>Forecast</i>	<i>Variance</i>
Tower 2 Footings Complete	Sep 15 00	Feb 01	+5 months
Tower 3 Footings Complete	Oct 18 00	Feb 01	+5 months
Electrical Substation Operational	Aug 14 00	Jan 01	+ 5 months
South Approach - Begin Construction	Nov 27 00	Nov 00	0

NOTES

ACTION

A: BATA staff has estimated that Caltrans support costs for the project are underestimated. Caltrans has indicated that up to \$18 million in additional support cost may be needed for the project, which may exceed the project contingency remaining in the project. Caltrans, Bechtel, and BATA staff are currently reviewing the support budget for adequacy. Utilization of the BATA project contingency and a budget adjustment may be needed to cover the shortfall.

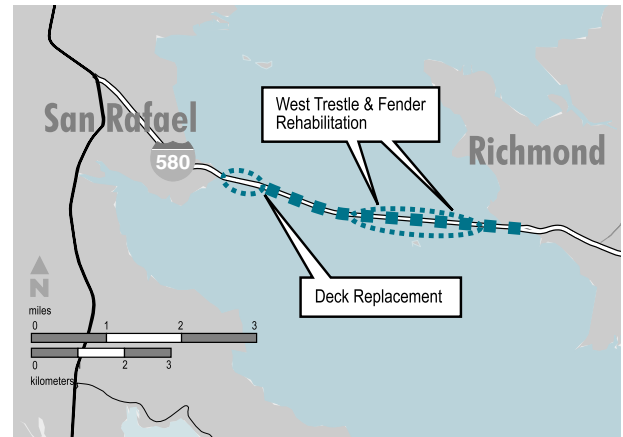
Bechtel continues with an assessment and will conclude with a recommendation to BATA management by early December 2000.

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access – via Interstate 580 – across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- ▶ The first project would rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project already scheduled for the bridge
- ▶ The second project would replace the existing concrete deck on the bridge. The cast-in-place concrete riding surface, or deck, has been worn down overtime due to traffic and exposure to the marine environment. This project will follow the completion of the rehabilitation project to avoid possible construction conflicts.



Project Construction Photos



Existing bridge; looking east

Current Activities:

- Construction contract for the trestle and fender rehabilitation was awarded to Tutor-Saliba on October 6, 2000.
- BATA has rescinded capital outlay and capital outlay support allocations to the Richmond-San Rafael Bridge Trestle and Fender Rehabilitation Project to match funds owed to BATA per the cooperative agreement with Caltrans over tow services. Caltrans has awarded the contract and backfilled these funds with other state funds. This budget and allocation change is now shown in the project cost status update.

New facility open to traffic date (current completion date): Deck replacement will be completed in September 2006

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-10/00)	Notes
West Trestle and Fender Rehabilitation						
Allocated Capital Outlay						
West Trestle and Fender Rehabilitation	33.9	33.9	0.0	<33.9>	0.0	A
Capital Outlay Support	5.4	5.4	0.7	<4.6>	0.8	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project Contingency (BATA)	6.1	6.1	0.0	<6.1>		A
Other Non-BATA Funding	0.0	0.0	34.6	34.6		A
Subtotal	45.4	45.4	35.4	<10.1>	0.8	
Deck Replacement						
Unallocated Capital Outlay						
Deck Replacement	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	9.0	5.0	<4.0>	0.0	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project Contingency (BATA)	11.4	11.4	11.4	0.0		
Other Non-BATA Funding	0.0	0.0	4.0	4.0		A
Subtotal	53.4	53.4	53.4	0.0	0.0	
Total (a)	98.8	98.8	88.8	<10.1>	0.8	

(a) Totals may be rounded

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
West Trestle and Fender Rehabilitation	Jan 04	Jan 04	Apr 04	+3 months	B
Deck Replacement	Sep 06	Sep 06	Sep 06	0	

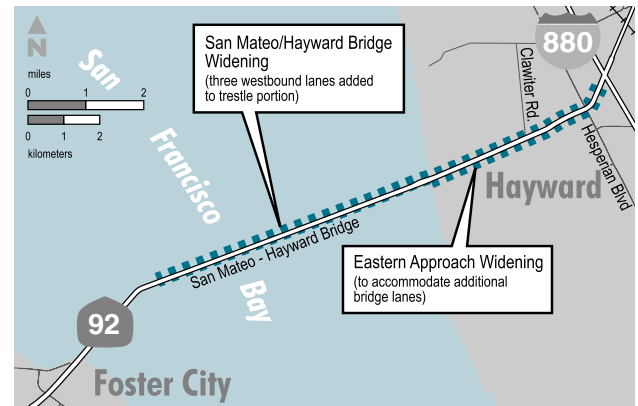
Near Term Key Dates	Contract Schedules	Forecast	Variance
None at this time			

NOTES	ACTION
A: The project budgets are being revised to reflect a substitution of toll funds with non-BATA by the state, per the BATA/Caltrans cooperative agreement	BATA is acting on revising the project budgets in December 2000.
B: Contract delayed due to federalization of the bridges.	BATA will revise approved completion date to forecast.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

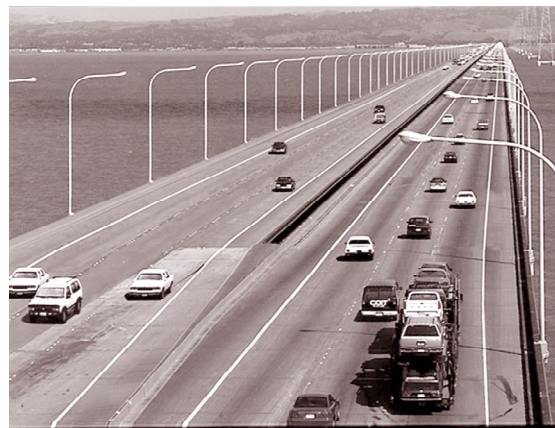
- ▶ Widening of the low-rise trestle and eastern approach from 1-880 from four to six lanes with shoulders
- ▶ Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- ▶ Construction of a new pedestrian/bicycle overcrossing of State Route 92
- ▶ Expansion of the existing toll plaza
- ▶ Improvements to the Hayward Shoreline Interpretive Center
- ▶ Also, as an associated project, improvements will be made to the Bay Trail between the San Mateo-Hayward and Dumbarton Bridges in the East Bay



Project Construction Photos



Placement of first section of the widened deck



Future widened bridge; looking east

Current Activities:

- Construction on the bridge widening is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. Currently 1,000 feet of bridge deck has been placed, the current schedule has at least one frame per week or 270' poured per week. Current work progress is between bent/span 1071-1035.
- Construction on the east approach widening is also progressing with the completion of the new Tollbooth area, westbound drainage installation, and preparation of roadway.

New facility open to traffic date (current completion date): December 2002

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-10/00)	Notes
Widening						
Allocated Capital Outlay						
Widen Trestle	124.8	124.7	124.7	0.0	22.5	
Widen Roadway	29.2	26.0	26.0	0.0	12.1	
Construct Mini Toll Plaza	4.4	3.3	3.3	0.0	0.0	
Unallocated Capital Outlay						
Other Budgeted Capital	8.9	12.8	12.8	0.0	0.0	
Capital Outlay Support	15.5	15.5	15.6	0.1	9.4	
Capital ROW	1.5	1.5	1.5	0.0	0.2	
Project Contingency (BATA)	19.3	19.8	19.7	<0.1>		
Subtotal	203.6	203.6	203.6	0.0	44.1	
West Approach Planting						
Unallocated Capital Outlay						
West Approach Planting	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project Contingency (BATA)	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Total (a)	204.0	204.0	204.0	0.0	44.1	
(a) Totals may be rounded						

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline (June 2000)	Current Completion	Forecast Completion	Variance	Notes
Widening					
Widen Trestle	Dec 02	Dec 02	Jan 03	+1 month	A
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	
Widen eastern Approach	Nov 02	Nov 02	Apr 01	-18 months	
Landscape and Environmental Mitigation	Nov 06	Nov 06	Nov 06	0	
Clawiter Rd./RT 92 Int. Improvement	Sep 03	Sep 03	Sep 03	0	
West Approach Replacement Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Near Term Key Dates					
	Contract Schedules	Forecast	Variance		
Bent/Span installation including deck pours 1071-1035	06 Nov 00	05 Feb 01	+60 Days		

NOTES

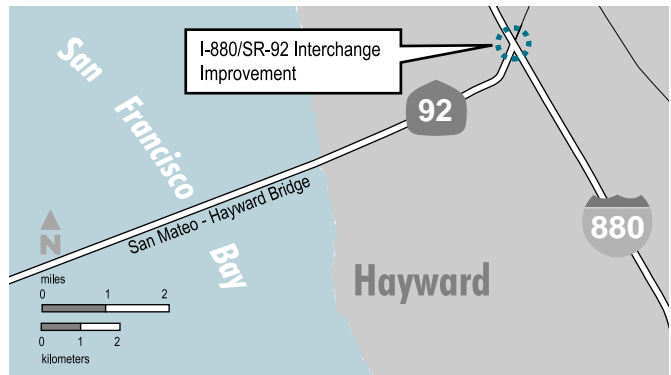
ACTION

A: The trestle widening contract requires the relocation of a PG&E 12kV line in median. Ownership of the line had been an issue. PG&E has informed Caltrans that the line belongs to Caltrans.

The work is continuing with the assumption that this work will be done as a separate project to avoid delay.

I-880/SR 92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the I880/SR92 Interchange San Mateo-Hayward Bridge and its approaches. RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Construction Photos



Existing interchange; looking west



Alternative H interchange; looking west

Current Activities:

- A traffic consultant hired by Alameda County Transportation Authority to perform the operation analysis for the project has experienced severe delays due to technical difficulties with the computer simulation models. The delay has affected the release date of the Supplement to the Draft Environmental Impact Statement/Report. While the project completion date has remained unchanged due to the undertaking of advanced design by Caltrans, further delay will impact the project completion dates. Preliminary recommendations have been received, but the Operational Analysis Report is still pending. Caltrans has received notice that the project would qualify for authorization under Department of the Army Nationwide Permit 14.

New facility open to traffic date (current completion date): December 2006

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-10/00)	Notes
Unallocated Capital Outlay						
I-880/SR-92 Interchange Improvement	70.3	70.3	70.3	0.0	0.0	
Capital Outlay Support	20.8	20.8	20.8	0.0	2.2	
Capital ROW	8.0	8.0	8.0	0.0	0.0	
Project Contingency (BATA)	25.1	25.1	25.1	0.0	0.0	
Other Non-BATA Funding	0.0	0.0	10.0	0.0	0.0	A
Total (a)	124.2	124.2	134.2	10.0	2.2	
(a) Totals may be rounded						

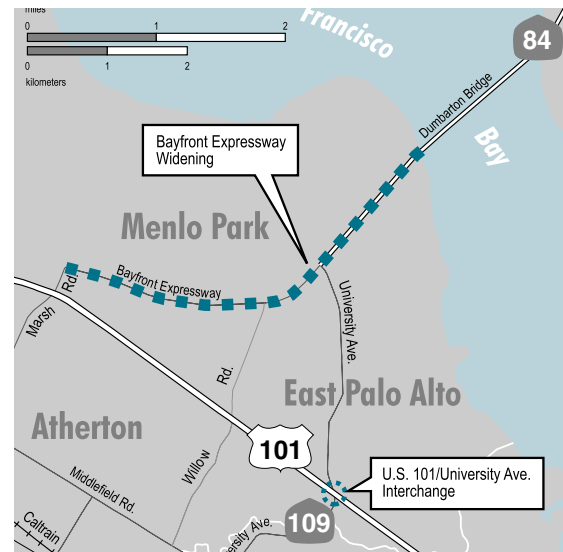
PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06	0	
Near Term Key Dates					
	<i>Contract Schedules</i>	<i>Forecast</i>	<i>Variance</i>		
Complete Traffic Operations Report	20 Oct 00	15 Dec 00	+2 months		B

NOTES	ACTION
A: The project budget is being revised to include funding from the Alameda County Transportation Authority.	BATA is acting on revising the project budget in December 2000.
B: Caltrans has received preliminary recommendations but still waiting on the operational report.	Report is scheduled to be issued on December 15, 2000.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- ▶ The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- ▶ The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Construction Photos



Bayfront Expressway (SR-84) – Existing conditions (looking west)

Current Activities:

- The San Francisco Bay Conservation and Development Commission (BCDC) permit for the project was approved in September.
- Caltrans is currently working with the US Army Corps of Engineers (USCOE) to resolve wetland impacts by the project. The USCOE has determined that an individual permit is required. Caltrans is awaiting comment by the USCOE on their permit application.

New facility open to traffic date (current completion date): March 2003 (Bayfront Expressway)

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

PROJECT COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-10/00)	Notes
US101/University Avenue Interchange Reconstruction						
Allocated Capital Outlay						
US 101/University Ave. Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project Contingency (BATA)	0.0	0.0	0.0	0.0	0.0	
Total (a)	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Unallocated Capital Outlay						
Bayfront Expressway (SR84) Widening	24.8	24.8	24.8	0.0	0.0	
Capital Outlay Support	4.4	4.4	4.4	0.0	2.6	
Capital ROW	1.3	1.3	1.3	0.0	0.0	
Project Contingency (BATA)	3.3	3.3	3.3	0.0	0.0	
Total (a)	33.8	33.8	33.8	0.0	2.6	
(a) Totals may be rounded						

PROJECT SCHEDULE STATUS (Construction Contract Completion)	Baseline Completion (June 2000)	Current Completion	Forecast Completion	Variance	Notes
US 101/University Ave. Interchange Reconstruction (<i>Non-Caltrans</i>)	Apr 00	Apr 00	Apr 00	0	
Bayfront Expressway (SR84) Widening	Mar 03	Mar 03	Mar 03	0	

Near Term Key Dates	Contract Schedules	Forecast	Variance
None at this time			

NOTES	ACTION

APPENDICES

Appendix A: List of Project Budget Adjustments

**Appendix B: List of Approved Construction
Change Orders**

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A - LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

- Budget (June 2000):** Baseline budgets as established by BATA in June 2000 for each project within the overall program
- Current Budget:** Budget currently serving as baselines for monitoring purposes. The current budget is equal to the budget (June 2000) value, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current budgets for allocated capital outlay have been adjusted by BATA staff to reflect current Caltrans construction contract allotments.
11/2000	Current and forecasted budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects have been revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund for the Carquinez Bridge project from Caltrans.

BAY AREA TOLL AUTHORITY

APPENDIX B - LIST OF APPROVED CONSTRUCTION CHANGE ORDERS (CCOS) THROUGH THE MONTH OF OCTOBER 2000

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement (04-013014)		Total through September		\$1,305	
	12S2*	Supplement to CCO#12 addressing the Time Delay associated with obstruction removal	S/C	2,500	+57 days to Phase 1 +44 days to Phase 2
	28*	Revised pile tip elevations for Tower 3 due to differing site conditions	C	1,000	TBD
	35*	During construction of the Tower 2 rock sockets, the contractor has encountered difficulties with cave ins. This CCO addressed the additional costs and time required to determine and implement changes to continue construction	C	7,000	TBD
Totals for October 2000				11,805⁴	

*CCO's are pending, but are included here for early notification.

¹CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

²Funding Source(s)

S = Supplemental work

C = Construction contingency

³CCO 12S2, 28, 35 is not yet approved, but included here for early notification and could require additional funding.

⁴Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONSTRUCTION CHANGE ORDERS
(CCOS) THROUGH THE MONTH OF OCTOBER 2000**

Bridge/Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
San Mateo- Hayward Widen Trestle (04-045014)		Total through September 2000		172.2	
	26	Modify pile hoop epoxy coating	N/A	0.0	None
	26S1	Modify rebar epoxy coating	N/A	0.0	None
Totals through October 2000				172.2³	

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONSTRUCTION CHANGE ORDERS
(CCOS) THROUGH THE MONTH OF OCTOBER 2000**

Bridge/Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
San Mateo-Hayward Widen Roadway (04-045034)		Total through September		250.4	
	3	Disputes Review Board	S	13.5	None
	6	Electrical conduit insulation	S	None	None
	12	Utility relocation	S	16.0	None
	16	Check and test irrigation facilities	S	1.5	None
	17	Repair existing irrigation system	S	2.0	None
	18	Modify irrigation system	S	1.0	None
	32	Differing site conditions at Toll Plaza	C	231.0	None
	33	Toll Plaza slab extensions	C	8.5	None
	35	Extra rebar at Mt. Eden footings	C	2.6	10 days
	39	CIDH pile(s)	C	7.2	None
	46	Additional epoxy coated rebar	C	2.2	None
Totals for October 2000				535.9³	

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX C - PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Right-of-Way Acquisition, Capital Outlay, and Construction contingency (includes both supplemental work and construction contingency) are shown for each of the projects construction contracts. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, supplemental construction work, state-furnished materials, construction contingencies, and external third party agreements.

Project Cost Summaries (\$ Millions)						
	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended ¹ To Date (7/98-10/00)
Northern Bridge Group						
Project 2003 - New Benicia-Martinez Bridge						
South Approach						
Capital Outlay Support	00609x	3.5	3.5	3.5	0.0	2.5
Capital Right of Way	006099	7.0	7.0	7.0	0.0	6.2
Capital Outlay	006094	6.0	6.0	6.0	0.0	3.4
Totals		16.5	16.5	16.5	0.0	12.1
New Bridge						
Capital Outlay Support	00603x	31.9	31.9	31.9	0.0	9.6
Capital Right of Way	006039	5.1	5.1	5.1	0.0	0.4
Capital Outlay	006034	247.3	247.3	237.7	<9.6>	0.0
Other Non-BATA Funding		0.0	0.0	9.6	9.6	0.0
Totals		284.2	284.2	284.2	0.0	10.1
Toll Plaza and Administration Building						
Capital Outlay Support	00604x	6.2	6.2	6.2	0.0	3.1
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0
Capital Outlay	006044	22.8	22.8	22.8	0.0	0.0
Totals		29.1	29.1	29.1	0.0	3.1
I-680/Marina Vista Interchange						
Capital Outlay Support	00605x	10.7	10.7	10.7	0.0	4.4
Capital Right of Way	006059	7.4	7.4	7.4	0.0	0.0
Capital Outlay	006054	43.2	43.2	43.2	0.0	0.0
Totals		61.4	61.4	61.4	0.0	4.4
I-680/I-780 Interchange						
Capital Outlay Support	00606x	18.7	17.3	17.3	0.0	9.0
Capital Right of Way	006069	1.7	1.7	1.7	0.0	0.7
Capital Outlay	006064	80.8	80.8	60.8	<20.0>	0.0
Other Non-BATA Funding		0.0	1.4	21.4	20.0	0.0
Totals		101.2	101.2	101.2	0.0	9.7

¹ Unaudit

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-10/00)	Note
Project 2003 - New Benicia-Martinez Bridge continued							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	7.1	7.1	0.0	0.7	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		28.1	28.1	28.1	0.0	0.0	
Totals		35.2	35.2	35.2	0.0	0.7	
Total Capital Outlay Support		78.2	78.2	78.2	0.0	29.2	
Total Capital Right of Way		21.1	21.1	21.1	0.0	7.4	
Total Capital Outlay		428.2	428.2	428.2	0.0	3.4	
Project Contingency (BATA)		58.4	58.4	58.4	0.0	0.0	
Other Non-BATA Funding		0.0	1.4	31.0	29.6	0.0	
Total Benicia-Martinez Bridge		586.0	586.0	586.0	0.0	40.0	
Project 3002 - Carquinez Bridge Replacement							
Replacement Bridge and North Approach							(b)
Capital Outlay Support	01301x	17.7	17.5	17.5	0.0	18.2	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	1.9	
Capital Outlay	013014	213.7	207.2	207.2	0.0	61.3	
Totals		234.4	227.7	227.7	0.0	81.5	
South Approach and Interchange							(c)
Capital Outlay Support	01305x	22.7	22.6	22.6	0.0	9.9	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	3.9	
Capital Outlay	013054	116.0	116.0	116.0	0.0	0.0	
Totals		143.7	143.6	143.6	0.0	13.8	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	0.7	2.0	1.3	2.2	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.3	8.3	0.0	0.5	
Totals		9.3	10.6	12.0	1.3	4.0	
1927 Bridge Demolition							
Capital Outlay Support	01309x	2.0	2.0	2.0	0.0	0.0	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Totals		18.0	18.0	18.0	0.0	0.0	

Notes

- a. Includes EA 00608*, 0060A*, 0060C*, 0060F*
- b. Includes EA 00453*, 01301*, 01303*, 01304*, 0130F*
- c. Includes EA 01302*, 01305*, 0130C*, 04700*
- d. Includes EA 00607*, 01308*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-10/00)	Note
Other Budgeted Capital							
(Both Allocated and Unallocated)							
Capital Outlay Support		0.6	0.9	0.9	0.0	0.7	(e)
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		10.6	17.1	17.1	0.0	4.0	(f)
Totals		11.2	18.0	18.0	0.0	4.8	
Total Capital Outlay Support		43.7	43.7	45.1	1.3	31.1	
Total Capital Right of Way		9.6	9.6	9.7	0.1	7.2	
Total Capital Outlay		363.3	364.6	364.6	0.0	65.9	
Project Contingency (BATA)		16.5	15.2	13.9	<1.3>	0.0	
Totals		433.2	433.2	433.2	0.0	104.1	
Project 4003 - Richmond-San Rafael Bridge - West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	5.4	0.7	<4.6>	0.8	(g)
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	<33.9>	0.0	
Other Non-BATA Funding		0.0	0.0	34.6	34.6	0.0	
Totals		39.3	39.3	35.4	<3.9>	0.8	
Project Contingency (BATA)		6.1	6.1	0.0	<6.1>	0.0	
Total West Trestle & Fender Rehabilitation		45.4	45.4	35.4	<10.1>	0.8	
Project 4002 - Richmond-San Rafael Bridge - Deck Replacement							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.0	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Other Non-BATA Funding		0.0	4.0	4.0	0.0	0.0	
Totals		42.0	42.0	42.0	0.0	0.0	
Project Contingency (BATA)		11.4	11.4	11.4	0.0		
Total Richmond-San Rafael Bridge Deck Replacement		53.4	53.4	53.4	0.0	0.0	

Notes

e. Includes EA 01306*, 01307*, 0130A*, 0130D*, 0130G*

f. Current capital outlay budget includes an additional \$6.5 million in unallocated capital outlay due to a bid underrun.

g. Includes EA 04382*, 04383*, 0438U*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-10/00)	Note
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	Non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	Non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	Non-Caltrans	5.9	5.9	5.9	0.0	2.1	(h)
Totals		5.9	5.9	5.9	0.0	2.1	
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.1	
Total Northern Bridge Group		1123.9	1123.9	1123.9	0.0	147.1	

Note:

h. Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98 - 10/00)	Note
Southern Bridge Group							
Project 6004 - San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	7.9	7.9	0.0	3.1	(i)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	124.7	124.7	0.0	22.5	
Totals		132.7	132.6	132.6	0.0	25.6	
Widen Roadway							
Capital Outlay Support	04503x	4.3	4.3	4.3	0.0	4.6	
Capital Right of Way	045039	1.0	1.0	1.0	0.0	0.0	
Capital Outlay	045034	29.2	26.0	26.0	0.0	12.1	
Totals		34.5	31.3	31.3	0.0	16.7	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	1.7	1.7	0.0	0.8	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	3.3	3.3	0.0	0.0	
Totals		6.1	5.0	5.0	0.0	0.8	
Other Budgeted Capital							
Capital Outlay Support		1.6	1.6	1.7	0.1	0.9	(j)
Capital Right of Way		0.5	0.5	0.5	0.0	0.2	
Capital Outlay		8.9	12.8	12.8	0.0	0.0	(k)
Totals		11.0	14.9	15.0	0.1	1.0	
Total Capital Outlay Support		15.5	15.5	15.6	0.1	9.4	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.2	
Total Capital Outlay		167.3	166.9	166.9	0.0	34.5	
Project Contingency (BATA)		19.3	19.8	19.7	-0.1		
Totals		203.6	203.6	203.6	0.0	44.1	
San Mateo-Hayward Bridge West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Totals		0.3	0.3	0.3	0.0	0.0	
Project Contingency (BATA)		0.1	0.1	0.1	0.0		
Total San Mateo-Hayward Bridge West Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes

i. Includes EA 00305*, 04501*

j. Includes EA 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

k. Current capital outlay budget includes an additional \$4.4 million in unallocated capital outlay due to a bid underrun

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-10/00)	Note
I-880/SR-92 Interchange Improvement							
Capital Outlay Support	23317x	20.8	20.8	20.8	0.0	2.2	
Capital Right of Way	233179	8.0	8.0	8.0	0.0	0.0	
Capital Outlay	233174	70.3	70.3	70.3	0.0	0.0	
Totals		99.1	99.1	99.1	0.0	2.2	
Project Contingency (BATA)		25.1	25.1	25.1	0.0		
Totals		124.2	124.2	124.2	0.0	2.2	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support	Non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	Non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	Non-Caltrans	3.8	3.8	3.8	0.0	3.7	(l)
Totals		3.8	3.8	3.8	0.0	3.7	
Note:							
l. Total reimbursements made to the City of East Palo Alto for current allocations							
Bayfront Expressway (SR 84) Widening							
Capital Outlay Support	00487x	4.4	4.4	4.4	0.0	2.6	
Capital Right of Way	004879	1.3	1.3	1.3	0.0	0.0	
Capital Outlay	004874	24.8	24.8	24.8	0.0	0.0	
Totals		30.5	30.5	30.5	0.0	2.6	
Project Contingency (BATA)		3.3	3.3	3.3	0.0		
Totals		33.8	33.8	33.8	0.0	2.6	
Total Southern Bridge Group		365.7	365.7	365.7	0.0	52.6	